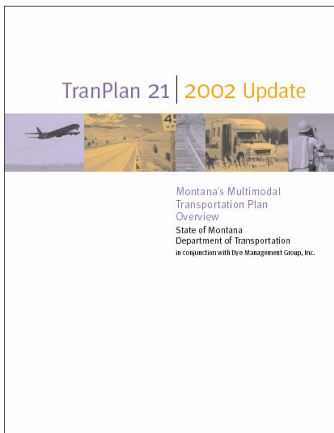


## TranPlan 21 Update Completed



On March 27 the TranPlan 21 Steering Committee gave final approval to the first update of *TranPlan 21* since it was originally developed in 1995. *TranPlan 21* is Montana's statewide multimodal transportation plan. The update effort, which involved over a year of work and extensive public input, resulted in a plan that sets transportation policy goals and actions for MDT and Montana for the next twenty years.

The original goals of the update were to address economic development issues in response to a resolution of Montana's 57th legislature and revise the plan to provide clearer guidance to MDT's Performance Programming Process (P<sup>3</sup>). However, following input from the public during the first of three rounds of public involvement, the Steering Committee decided to address additional issues including the development of a new policy paper devoted to traveler safety issues.

Because of the focus on economic development matters, the consultant team for the update included several firms with extensive experience in transportation and economic issues. The team was led by Dye Management Group and included Cambridge Systematics and Economic Development Research Group. The team's efforts were supported and guided by two panels of representatives from Montana business organizations and government agencies involved in economic development initiatives.

The public involvement process for the update provided a wide variety of opportunities for Montanans to participate in setting Montana's transportation priorities. These opportunities ranged from telephone and mail-out surveys to regional meetings with focus groups and the public. The update effort benefited greatly from the many comments and suggestions we received from Montanans who took advantage of these opportunities.

### To request or view a copy of the 2002 TranPlan 21 Update:

- Visit MDT's website at [www.mdt.state.mt.us](http://www.mdt.state.mt.us).
- Call (800)714-7296 or for TTY call 444-7696 or (800) 335-7592.
- E-mail us at [tranplan21@state.mt.us](mailto:tranplan21@state.mt.us).
- Visit your local Montana library.



### Sample TranPlan 21 Actions:

#### Economic Development

##### Action C.3

Coordinate with and provide support to local economic development initiatives.

#### Roadway System Performance

##### Action A.1

Enhance the Performance Programming Process (P<sup>3</sup>) to strengthen the link between policy and planning goals and project selection.

#### Traveler Safety

##### Action A.6

Address safety requirements, including both driver fatigue and personal safety, in updates to the Rest Area Plan.

#### Bicycle and Pedestrian Transportation

##### Action A.2

Work with the Department of Commerce to maintain bicycle-related tourist guides and information.

#### Public Transportation

##### Action A.1

Support local promotional/educational programs to publicize public transportation opportunities.

# US 93 Selected for Accelerated Environmental Review



*A view of US 93 and Flathead Lake from Polson Hill*

In an effort to address some of the issues complex highway construction projects face, President Bush issued an Executive Order in late 2002 to “promote environmental stewardship in the nation’s transportation system and expedite environmental reviews

of high-priority transportation infrastructure projects.” As a result of the President’s order, high priority projects were nominated nationwide to receive special attention and accelerated environmental review. Of the 70 projects requested nationally by governors and local officials, Montana’s US 93 corridor was one of six projects selected by the U.S. Secretary of Transportation.

Missoula District Administrator Loran Frazier welcomed US 93’s selection and said, “Every year we have people dying somewhere on Highway 93, and the sooner we get these improvements, the better off we all will be.” In the letter requesting that US 93 be added to the list of priority projects, Governor Martz said improving the highway has for years been the state’s top priority for road construction. The Governor also said US 93 is known as one of Montana’s most dangerous roads.

The development of the President’s accelerated review process does not allow any project to circumvent the existing environmental review processes. However, it does ensure that project development will continue and that a lot of support and oversight will be available to avoid undue delay from federal agency reviewers. With a history of nearly 20 years of environmental process and the immediate need to provide safe facilities, the US 93 project is a perfect candidate for the accelerated review program. Also, the US 93 corridor provides an excellent example of the Department’s direction in environmental stewardship and can serve as a national model for projects in environmentally sensitive locations. Some of the stewardship practices undertaken in developing the US 93 corridor include:

- MDT’s genuine efforts to reach a shared vision with the Confederated Salish and Kootenai Tribes (CSKT) for projects on reservation lands.
- Considering the CSKT’s cultural linkage to wildlife, and developing goals to reduce mortality and habitat loss, and to increase connectivity between habitats.
- Providing roadway signing, visitor centers, and roadway alignment on CSKT reservation lands to provide the traveler a unified vision of the traditional ways of the tribe.
- Working with community focus groups between Hamilton and Lolo through the project design process to develop

designs that complement the communities and surrounding area.

- Continuing to support a regional vanpool program, park and ride lots, and other demand management efforts along the Hamilton-to-Missoula corridor.
- Providing wildlife crossings where appropriate along the Hamilton-to-Lolo corridor.

As a result of MDT’s stewardship, design elements have been developed to accommodate cultural needs while also allowing the construction of a safe and efficient transportation facility to move forward.

Currently, 30 projects are in various stages of development throughout this corridor. MDT has already completed construction on eight segments, totaling 21.5 miles, and plans for six additional eight-mile segments of the corridor in the summer of 2003. The remaining project segments are in the preliminary nonconstruction stages of development.

Even though much of the environmental review for the corridor is nearing completion, MDT still faces the potential of environmental issues delaying construction as project-level details are reviewed through the federal permitting processes. US 93’s national recognition as a corridor deserving accelerated review will keep momentum behind improving one of Montana’s most heavily traveled highways and also places MDT as a leader in developing context-sensitive design and promoting environmental stewardship.

If you have any questions about the accelerated review process or about the status of projects along the US 93 corridor, please contact Loran Frazier at 523-5800 or e-mail him at [lfrazier@state.mt.us](mailto:lfrazier@state.mt.us).

## Rail/Highway Grade Separation Study Concluded

Interstate Engineering Inc. recently completed a study of grade separation needs at rail-highway grade crossings around the state.

The study was conducted in two phases to examine the potential benefits and costs of new underpasses or overpasses at Montana’s 20 busiest at-grade crossings. Phase I of the study evaluated the physical feasibility of building a grade separation at each location and determined the evaluation criteria to be used for a needs-based ranking tool. Phase II estimated the cost to build structures at candidate locations and included the development and application of the ranking tool. Each phase of the study involved input from local officials and members of the community through meetings, public open houses, and surveys.

For more information about the *Statewide Rail/Highway Grade Separation Needs Study*, contact Kris Christensen at 444-9240 or [krchristensen@state.mt.us](mailto:krchristensen@state.mt.us).



# Updating Montana's Traffic Code

## The Process:

Title 61, Chapter 8, of the *Montana Code Annotated* (MCA) covers traffic regulations, establishes the rules

of the road, and defines enforcement procedures and penalties for disregarding those rules. MDT brought the following concerns about Chapter 8 to the attention of the 2001 Legislature:

- The Traffic Regulations had not been updated for several decades.
- There were conflicts and omissions in relation to the *Uniform Vehicle Code*.
- Some traffic laws were ambiguous and needed clarification.
- The language was not uniform.

In response to these concerns, the 2001 Legislature passed Senate Joint Resolution 6 (SJR 6), which directed that an interim committee be assigned or sufficient staff resources be allocated to study and revise traffic codes to provide clarity and uniformity. The resolution also requested that a bill with suggested changes to Chapter 8 be prepared for the 2003 Legislature.

In response to SJR 6, MDT Director Dave Galt initiated a panel in December of 2001 composed of representatives of the legislature and various other agencies, individuals, and private organizations involved with traffic regulations and safety.

The goal of the panel was to update Montana's Traffic Regulations to current standards and practice. The panel met once a month from December 2001 to October 2002.

The panel used a number of resources and references in their work, including the 2000 *Uniform Vehicle Code* published by the National Committee on Uniform Traffic Laws and Ordinances and the U.S. Department of Transportation's *Manual on Uniform Traffic Control Devices*. Panel members also looked at traffic codes from other states and contacted various special interest groups and other agencies.

The panel's work resulted in five bills covering various parts of the Traffic Regulations. The 2003 Legislature passed the first four bills, which were then signed by Governor Martz. A bicycle traffic bill was tabled indefinitely in committee due to conflicts about the definition of a bicycle and opposition to making parents responsible for their children obeying traffic regulations.

An assessment of the process showed that an ad hoc panel with set goals and deadlines gets the job done. The contributions of the legislators on the panel and the Legislative Services liaison proved very valuable.

In conclusion, the panel expressed the hope that transportation laws will continue to be updated as ambiguities are discovered, as changes are adopted in the *Uniform Vehicle Code*, and as technology develops.

## The Changes:

The 2003 Legislature adopted a number of changes to the traffic code based on the work of the panel formed in response to Senate Joint Resolution 6. The revisions, which will take effect on October 1, 2003, address new technology, current practice, problem areas, ambiguities, and conflicts.

Following is a partial, generalized list of the changes. To see the actual law, visit the State of Montana Web Site at [www.state.mt.us](http://www.state.mt.us) and view the *Montana Code Annotated* on the State Law Library page.

- Drivers must obey the traffic directions of flag persons and crossing guards.
- Vehicles facing a steady red arrow signal may not enter the intersection to make the movement indicated by the arrow.
- An orange upraised palm symbol is equivalent to the "Don't Walk" signal, and the white walking person symbol is equivalent to the "Walk" signal.
- A steady downward green arrow means the driver can drive in the indicated lane.
- A steady yellow X over a lane means the driver is to prepare to vacate that lane in a safe manner.
- A steady red X means the operator of a vehicle cannot drive in the indicated lane.
- A steady white two-way left-turn arrow or a steady one-way left-turn arrow means the driver is to use the lane to make a left turn but not for through travel.
- A person who injures or kills another person while eluding a peace officer commits negligent vehicular assault instead of the offense of reckless driving.
- Drivers must yield to vehicles engaged in mobile highway maintenance.
- A "roundabout" is a circular intersection where all entering traffic must yield to the vehicles within the intersection.
- A motor vehicle may not be driven or parked in an officially designated bicycle lane.
- Where official traffic control devices indicate a special lane that allows drivers proceeding in opposite directions to make left turns, (a) a left turn may not be made from any other lane and (b) a vehicle may not be operated in the lane except when making a left turn from or onto the roadway or when making a legal U-turn.
- Drivers approaching a YIELD sign must slow to a speed that is reasonable for existing conditions and if required for safety must stop before entering the intersection.
- Drivers may not intentionally interfere with the movement of a bicyclist or overtake and pass a bicyclist unless it is

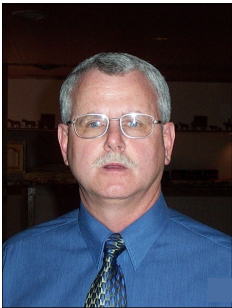
*continued on page 4*

safe to do so and must yield the right-of-way to bicyclists in a designated bicycle lane.

- In rural areas drivers must stop before crossing railroad tracks if a curve in the tracks, vegetation, or some other feature obscures the view of approaching trains or if a moving train is within sight or hearing.
- No more than three people are allowed in the front seat of a vehicle, and a driver must not operate a vehicle if loads or passengers obstruct the view to the front or to the sides.
- No person shall shoot a firearm from or across the highway.
- Pedestrians are subject to traffic regulations.
- A person under the influence of alcohol or drugs must not walk or stand on a roadway or a shoulder.
- Pedestrians must yield to authorized emergency vehicles.
- Drivers must yield the right-of-way to a blind person.
- A pedestrian may not pass through, around, over, or under a gate or barrier at a railroad grade crossing while it is closed or is being opened or closed.

For more information, contact Pierre Jomini at 444-6113 or by e-mail at [pjomini@state.mt.us](mailto:pjomini@state.mt.us).

## District Administrator Appointed for Glendive



MDT Director Dave Galt recently appointed Ray Mengel district administrator for MDT's Glendive District. As district administrator, Ray will be responsible for all aspects of highway construction and maintenance in eastern Montana.

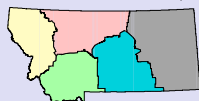
Ray has worked for MDT for over 30 years. For the past eight years he has been the Glendive district engineering services supervisor managing preconstruction project activities and program delivery. Before that he was an engineering technician and district design supervisor.

Ray is a graduate of Baker High School. He attended Eastern Montana College in Billings and has an Associate of Applied Science Degree from Dawson Community College in Glendive.

To contact Ray, phone 377-5296 or e-mail him at [rmengel@state.mt.us](mailto:rmengel@state.mt.us).

### Fast Facts About MDT's Glendive District:

- It has a land area of 41,471 square miles.
- It is larger than 17 states, including Ohio and Tennessee.
- And, it is more than 5 times the size of Massachusetts.



## State Gets Tough on DUIs

The 58th Legislature considered a number of anti-drinking and driving laws and passed two of major importance:

**Senate Bill 13** lowered the standard at which a person is considered too impaired to drive after drinking alcohol. Formerly the law set a 0.10 Blood Alcohol Content (BAC). The new BAC limit is 0.08. Congress encouraged states to adopt the lower standard. Research and evidence show that persons are significantly impaired and unable to drive safely if their blood alcohol content exceeds 0.08. Of course, drivers with a BAC of less than 0.08 could also be impaired and arrested. The BAC limit for drivers under age 21 is 0.02.

**House Bill 195** increased the penalties for those convicted for a second, third, or subsequent time of driving under the influence. Second and subsequent DUI offenses will now result in a driver's license being suspended for one year instead of six months. The driver cannot receive a probationary license during that year and must complete a chemical dependency education and/or treatment course. In addition to these penalties, each vehicle owned by the person will be seized and forfeited or equipped with an ignition interlock device. This device is designed to test a person's breath for alcohol. If the alcohol content is too high, it will prevent the vehicle from starting. Second offenses will also result in fines of between \$600 and \$1,000 and five days of imprisonment. Third and subsequent offenders will be fined between \$1,000 and \$5,000 and imprisoned up to ten days.

Both of these laws are now in effect.

For more information call Kent Mollohan at 444-7411 or send an e-mail to [kmollohan@state.mt.us](mailto:kmollohan@state.mt.us).

## New Secondary Roads Engineer Chosen



Wayne Noem is MDT's new secondary roads engineer in charge of planning, developing, and managing the state's Secondary Highway Program. His other responsibilities include the Secondary Pavement Preservation Program, the Off-system Bridge Program, and the Federal Lands Highways Program.

Wayne is a graduate of MSU-Bozeman and is a 12-year MDT veteran. His first job with the Department was as a traffic technician in the Safety Management Bureau. In 1994 he was promoted to civil engineering specialist where he managed the Highway Safety Improvement Program, which included coordinating projects with local governments. His dedication and hard work were recognized in 1998 and again in 2002 when he was presented the Governor's Award for Excellence in Performance.

Wayne can be contacted at 444-6109 or by e-mail at [wnoem@state.mt.us](mailto:wnoem@state.mt.us).

## MTA Honors Janis Winston



MDT's own Janis Winston was honored on April 17 at the Montana Transit Association (MTA) Conference in Helena. Steve Earle, president of MTA, presented Janis the Orval Meyer Award for Transit Excellence. MTA gives this award annually to an individual who has demonstrated a commitment to supporting and enhancing transit in Montana.

"I can't say enough," Earle said, "about what Janis has done for the Montana Transit Association. Without her revitalizing support and influential leadership, our organization would have collapsed ten years ago. Instead, it has grown threefold. Janis Winston exemplifies everything the Orval Meyer award is about."

## TransADE Grants Awarded

MDT's Transit Section recently awarded the first grants from a new transit program created in 2001 by Montana's 57th Legislature. The Transportation Assistance for the Elderly and Disabled (TransADE) Program is Montana's first state-funded program designed to provide operating assistance to transit providers that serve Montana's elderly and disabled population.

MDT congratulates the following recipients of Fiscal Year 2004 TransADE Grants:

*Big Dry Transit, Jordan*  
*Butte-Silver Bow Council on Aging, Butte*  
*HRDC/Galavan, Bozeman*  
*MET Specialized Transportation, Billings*  
*Nemont Manor, Glasgow*  
*Powder River Transportation, Broadus*  
*Rocky Mountain Development Council, Helena*  
*Salish Kootenai Tribes/Lake County TAC, Polson*  
*Sanders County Council on Aging, Hot Springs*  
*Special Friends Advocacy Group, Kalispell*  
*Whitehall Senior Citizens, Whitehall*  
*Yellowstone County Council on Aging/Laurel Senior Citizens*

MDT's Transit Section will conduct TransADE application workshops in October. Applications for FY 2005 TransADE grants must be submitted by February 2, 2004.

For more information on TransADE, contact David Jacobs at 444-6120 or e-mail him at [dajacobs@state.mt.us](mailto:dajacobs@state.mt.us).

## Share the Road

With the summer travel season upon us, more and more Montana residents and out-of-state visitors are using our highways and streets. This increases the potential for tragic accidents involving vehicles, pedestrians, and bicyclists.

Motorists need to remember that all public roads in Montana are open to pedestrians and bicyclists who can be encountered anytime and anywhere. Pedestrians and bicyclists also have a responsibility to follow the law and watch for motorists, especially at night.

To help spread the word that we all need to be respectful of other highway users, MDT and the Montana Highway Patrol have developed a new poster and bumper sticker that remind people to "Share the Road." The color poster and bumper sticker are available at no charge from Carol Strizich at 444-9273 or [cstrizich@state.mt.us](mailto:cstrizich@state.mt.us).



The red, white and blue bumper sticker measures 3¾ x 11½ inches.



The poster is 17 x 22 inches. It has a blue background, a yellow bike rider, and blue and red lettering.

## Bikes on Roadway Signs Available to Public



If you are planning a bicycling or running event in your community, large or small, you are undoubtedly considering the safety of the participants. MDT has an excellent resource to help ensure a safe event—bright-orange "Bikes on Roadway" signs. The diamond-shaped mesh signs measure 36" x 36" with 4" tall black letters and are portable and

lightweight.

MDT has 35 "Bikes on Roadway" signs available at MDT offices across the state including Helena, Missoula, Kalispell, Bozeman, Billings, Butte, and Great Falls. Any individual or group organizing an event can reserve and check out the signs from the following MDT employees:

Carol Strizich, Helena – 444-9273  
Doug Moeller, Missoula – 523-5803  
Rich Sipe/Jacey Cline, Kalispell – 751-2000  
Paul Bronson, Billings – 657-0217  
Kevin Brewer, Butte – 494-9627  
Dave Kelly, Great Falls – 454-5889  
Maurice DeDycker, Bozeman – 586-9562

We encourage you to use these signs and tell us about your event. When you pick up the signs, let us know what organization or event you are representing, the date of the event, how many riders you expect, your planned route, whether this is an annual event, and a point of contact we can call for follow-up information.

## Commission Awards Transit Grants

On March 27 the Montana Transportation Commission approved grants totaling \$1,258,000 for the purchase of 26 transit vehicles for 22 local agencies that provide transportation to the rural general public, the elderly, and persons with disabilities. MDT will request bids for these vehicles in July with anticipated delivery by the end of this year.

MDT's Transit Section annually solicits applications for capital assistance grants, which require a 20 percent local match.

For further information on this program, contact Patrick Sanders at 444-4265 or e-mail him at [psanders@state.mt.us](mailto:psanders@state.mt.us).

## CTEP\* Project Spotlight

### A Welcome Way Through the Sunrise City

by Richard Knatterud, CTEP Bureau



"We've never done a project with as much positive feedback," says Terry Meldahl, public works director for Sidney. This past year, Sidney completed another section of its pedestrian/bicycle (i.e., shared-use) path. The project improves safety for pedestrians, especially school children. The path covers an open irrigation ditch and culvert system, thereby eliminating pedestrian contact with fast-moving water. The project also provides a shared-use

path that ties schools, parks, a swimming pool, a baseball field, and the fairgrounds to residential sections of Sidney.

The asphalt path is eight feet wide and about a quarter mile long. One end is located near the intersection of Eighth Street SE and Central Avenue. The path angles from there toward Lincoln Avenue and then runs north along Lincoln Avenue to Seventh Street SW. Here, the path connects with a CTEP-funded path that was constructed in 1997. The older section of path extends about three-fourths of a mile to the west to 15th Avenue.

Interstate Engineering provided the engineering services for both path projects. The Lower Yellowstone Irrigation Project and the city of Sidney were responsible for removing existing irrigation pipe and replacing it with new 42-inch HDPE pipe. Franz Construction was the contractor for the most recent path construction as well as a short segment of concrete sidewalk along Central Avenue. Copp Construction was the contractor for the 1997 path segment. The city later added benches and lighting as path amenities.

Now the question that Meldahl hears from Sidney residents is: "When can you do more?"

\*CTEP is the Community Transportation Enhancement Program. For more information, call Thomas Martin at 444-0809 or e-mail him at [tmartin@state.mt.us](mailto:tmartin@state.mt.us).

# When Highways Had Names

## *and motoring was an adventure . . .*

*by Jon Axline, MDT historian*

Instead of numbers, Montana's highways once had names. They were often descriptive and frequently evoked the romance of the Old West. They were primarily routes between national parks and important tourist attractions. All had their own methods of keeping travelers on the correct path by the use of trail guides and special symbols painted on boulders, trees, and even buildings. The practice largely ended in 1926 when the American Association of State Highway Officials adopted a numbering system for Federal Aid highways. For many years afterward, however, local people and official records continued to refer to them by name. Today, Yellowstone Trail, the Y-G Bee Line, and Roosevelt Highway remind us of an earlier time when motoring was really an adventure.

One of the first tasks of the newly created Montana Highway Commission in 1913 was to designate a system of state highways that would be eligible for federal funds for improvements. It published its first highway map in 1914. The previous year, the Yellowstone Trail Association (YTA) held its first convention in Miles City to establish an interstate highway that would eventually encompass a 4,000-mile route between Plymouth Rock, Massachusetts, and Seattle, Washington, with a lateral to the north entrance of Yellowstone National Park at Gardiner. The route consisted primarily of existing county roads that were maintained by local governments who were paid members of the YTA. In return for the annual dues, the association would advertise businesses and services along the route. The Yellowstone Trail was promoted as a tourist highway, a label that would eventually include all the named highways in the state. The Yellowstone Trail was the forerunner of U.S. Highway 10 and Interstates 90 and 94.

Within a decade of the creation of the YTA, at least 17 other "tourist highways" criss-crossed Montana. They included the National Park-to-Park Highway, Geysers-to-Glaciers Highway, the Custer Battlefield Highway, the Theodore Roosevelt International Highway, the Yellowstone-Glacier-Banff (Y-G Bee) Line, and the Buffalo Trail, among others. All were promoted by their own particular associations and had their own distinctive symbols to show the way. For instance, the Yellowstone Trail was marked by a black arrow on a yellow background, while the Vigilante Trail was marked by the dreaded 3-7-77 on a red, white and blue background. Occasionally one of those old symbols is found on long-bypassed segments of the roads. Several years ago, the author found the red and white markings of the National Parks Highway on a county-owned bridge across Sarpy Creek in Treasure County.

It was also obvious to the motorist where the road would take them: the Park-to-Park Highway connected Glacier and

Yellowstone National Parks, while the Custer Battlefield Highway provided a route to the American West's most famous battlefield. For

others it was a little more problematic. The Great White Way was intended to stir up images of the 1893 Chicago World's Fair, while the Electric Highway paralleled much of the route of the Milwaukee Road Railroad's electrified line in the Musselshell Valley.

Most associations also published trail guides to their respective highways. They described the route, road conditions, mileage between towns, services offered by local communities, and places to stay and eat while on the road. They are invaluable references to Montana's early 20th century history.

The trails began to fade away in 1926 when the Federal Aid highways received numerical designations. The Yellowstone Trail was redesignated U.S. Highway 10, while the Roosevelt Highway became US 2, and the old Blackfeet Highway became US 89. For years, however, the Montana State Highway Commission continued to refer to some highways by their old names. It still made references to the Yellowstone Trail, Electric Highway, Y-G Bee Line, and the Vigilante Trail in their monthly meetings until well into the late 1940s when those names finally disappeared from its records.

Sections of the old trails still exist and can often still be traveled. The Yellowstone and Paradise Valleys are still the best places to experience nearly pristine sections of the Yellowstone Trail. Bypassed segments of the original Roosevelt Highway are still shown on Montana's official highway map. There is a particularly good stretch of it between Vandalia and Tampico in Valley County. Portions of the old Electric Highway (now US 12) are still visible throughout the Musselshell Valley. All are unpaved, some are overgrown with vegetation, and all clearly display their origins as county roads.

The old trail designations are an important part of Montana's transportation history. Their significance will be described on future roadside and rest area interpretive signs.



*Shown from left to right are symbols for the National Parks Highway, the National Park-to-Park Highway, and the Custer Battlefield Highway.*

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## *Rail, Transit & Planning Telephone Numbers*

Only the most frequently requested numbers are listed here. For an area or person not listed, call (800)714-7296 (in Montana only) or (406)444-3423. The TTY number is (406)444-7696 or (800)335-7592.

Administrator (Patricia Saindon).....	444-0410
..... psaindon@state.mt.us	
Bike/Pedestrian (Carol Strizich) .....	444-9273
..... cstrizich@state.mt.us	
CTEP (Thomas Martin).....	444-0809
..... tmartin@state.mt.us	
Map Orders .....	444-6119
Multimodal Planning (Dick Turner) .....	444-7289
..... dturner@state.mt.us	
Projects (Gary Larson) .....	444-6110
..... glarson@state.mt.us	
Secondary Roads (Wayne Noem) .....	444-6109
..... wnoem@state.mt.us	
Road Data & Mapping (Zia Kazimi) .....	444-6111
..... zkazimi@state.mt.us	
Traffic Data (Dan Bisom).....	444-6122
..... dbisom@state.mt.us	
Transit (Janis Winston).....	444-4210
..... jwinston@state.mt.us	
Urban Planning.....	444-3445
Newsline Editor (Dawn McCallum) .....	444-6115
..... dmccallum@state.mt.us	

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### MDT's Mission

To serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

### **Rail, Transit & Planning Division Montana Department of Transportation**

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